

## RICHMOND BLUES HONOR MAJ. BUTT

Badge of Mourning to Be Worn  
by Officers as a Mark  
of Respect.

As a mark of respect for the soldier who died as a soldier should, who looked death in the face with a smile, and whose death was a sacrifice for the cause of his country, the Richmond Light Infantry Battalion will wear upon their uniforms a badge of mourning for the next thirty days. With this in view, Major E. W. Bowles yesterday issued the following general order:

"In honor of a brave man and a gallant soldier, who sacrificed his life in the cause of humanity, and whose death has cast a shadow of sorrow over the soldiery of this great nation, the officers of this battalion are ordered to wear the usual badge of mourning as a mark of respect to the memory of Major Archibald W. Butt, United States Army.

(Signed), "E. W. BOWLES, Commanding."

The heroic fortitude and death of Major Butt appealed more strongly to the imagination and sentiment of the nation than almost any other feature of the great disaster, and this feeling has been particularly marked among the soldiers. The general staff of the War Department in Washington has published some short but pungent records of his brief career.

"A military student at the University of the South, Sewanee, Tenn.; an author of novels, magazine articles and abstract army problems; a quartermaster who earned the highest commendations from William H. Taft, who as Governor of the Philippines, commended him for appointment in the regular army; an exceptionally tactful and diplomatic aide-de-camp and general efficient officer, according to the testimony of Theodore Roosevelt, and one of the best quartermasters and volunteer captains ever seen, according to Major-General McArthur."

### VIRGINIA REPRESENTED

Delegates Attend Sessions of National Commercial Congress.

(Special to The Times-Dispatch.) Washington, D. C., April 22.—Full of enthusiasm, delegates from almost every part of Virginia were in their seats here today when the meeting of the National Commercial Congress began.

Virginia delegates came from Alexandria, Lynchburg, Newport News, Richmond and Roanoke, the following having been appointed:

Alexandria—Charles H. Ireland, J. J. Williams, J. Louis Lucas, J. T. Patton.

Lynchburg—Board of Trade, John C. Dabney, Chamber of Commerce, C. G. Chadwick, E. P. Miller, R. T. Watts, R. E. Dwyer, H. H. McLean, Association, Norman H. Crockett, D. H. Ireland, Newport News—Chamber of Commerce, W. R. Lively, R. I. Mason, D. W. Williamson, W. S. Upshur, W. E. Barrett.

Roanoke—Southern Hardware Jobbers Association, John Donahoe, Chamber of Commerce, William L. Shaffer.

Richmond—Board of Trade, John C. Dabney, Chamber of Commerce, C. G. Chadwick, E. P. Miller, R. T. Watts, R. E. Dwyer, H. H. McLean, Association, Norman H. Crockett, D. H. Ireland, Newport News—Chamber of Commerce, W. R. Lively, R. I. Mason, D. W. Williamson, W. S. Upshur, W. E. Barrett.

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## FRANKLIN APPEALS OF STRICKEN SHIP ARE NOT ANSWERED

(Continued from Sixth Page.)

It would mean a message had come from him."

Franklin testified that he received a message from Ismay on the Carpathia a little later on the morning of the 15th to join the Carpathia at Quarantine, and that several other messages came from him urging that the Carpathia be held. After all these had come in, Franklin cabled Ismay, "Think it most unwise to retain Carpathia in New York." This was followed by a reply from Ismay, which concluded, "Unless you have good and sufficient reason not to hold the Carpathia, kindly do so."

Franklin then sent a message, expressing his regret that the Carpathia could not be held, and added, "Expect to join you at Quarantine. Regret cannot move the lifeboats at Quarantine, as all arrangements made for Carpathia at dock."

Franklin said he sent several other messages to Ismay, which he thought were not delivered. One was, "Confer with Ismay regarding details Titanic disaster greatly needed for information of public and ourselves."

That was not answered, he said. Later, a message was received from Ismay, saying he hoped to see Franklin at Quarantine and for Franklin to cable Ismay's wife.

"I answered that I was extremely sorry that the authorities would not permit me to board the Carpathia at Quarantine," Franklin continued, "and I sent him a short message of sympathy over the terrible catastrophe."

"I suppose I am warranted in assuming that the Carpathia was not held," said Senator Smith.

"The ship sailed at noon Thursday," said Senator Smith.

"And the Carpathia docked?"

"At approximately 5:30 Thursday night."

In an effort to connect the attempted departure of Mr. Ismay and the Titanic crew with the Senate's investigation, Senator Smith asked the witness when he had learned the Senate had decided to investigate the disaster.

"I think about 2 o'clock Thursday," he said.

"Did you communicate the information to your company?"

"I did that night by cable I think," he said.

"When did you advise Mr. Ismay?"

"I told him of it when I got aboard the Carpathia," said the witness.

Questioned by Perkins.

Senator Perkins took Mr. Franklin in hand and questioned him at some length as to the safety equipment of the Titanic.

"The Titanic's equipment was in excess of the law," said the witness.

"It carried its clearance in the shape of a certificate from the British Board of Trade. I might say that no vessel can leave a British port without a certificate that it is equipped to care for human lives aboard in case of accident. It is the law."

Senator Bourne took up the same line of questioning.

"Has anything been done with the equipment of other ships as a result of the disaster?" he asked.

"Most emphatically," answered Mr. Franklin. "On last Friday Mr. Ismay authorized that all our vessels be equipped with boats and rafts sufficient to take off every passenger and every member of the crew in case of accident."

"Do you know of any one, any officer or any official, whom you deem could be held responsible for the accident and its attendant loss of life?"

"Possitively not. No one thought such an accident could happen. It was unimagined. I think it would be absurd to try to hold some individual responsible. Every precaution was taken. That the precautions were of no avail is the source of the deepest sorrow. But the accident was unavoidable."

Were there any searchlights on the Titanic? Senator Smith asked.

"Not that I know of. I never have heard of searchlights on a transatlantic liner," said Franklin.

Congressional measures contemplate requiring searchlights on all ocean liners.

Mr. Franklin volunteered a statement relating to criticisms of the White Star Company for attempting to return the crew of the Titanic to Europe immediately.

"I think that is a very awful mistake made about that matter," said Franklin. "I would like to clear it up. The criticisms have been made that we were trying to keep those men from testifying. That is not so. It was not the reason at all. As far as the crew are concerned, it was our duty to return them to their homes. If they were permitted to roam around here men would besiege them for news, give them presents, take them away, and many of them would get lost. We assured you that we would hold any of the crew who wanted to come to this committee. We made that promise to you, Senator Smith, as soon as the boat docked. There was no attempt on our part to spirit away any member of the crew, to the best of my knowledge and belief."

"What possible harm could these men do us in an investigation? They could not tell any more than the passengers, many of them probably not as much. The worst they could say couldn't help matters."

Survivor Reaches Home.

Auburn, N. Y., April 22.—Rev. Sidney S. Cole, a second cabin survivor of the Titanic, reached his home in Fort Byron this evening, and was greeted by practically the entire population of the city. He was too tired to narrate his terrible experiences, and newspaper men were turned away. He was unable to recall Reginald Hale, the Auburn man who was lost, and stated that he had not met him.

Hartford Companies Caught.

Hartford, Conn., April 22.—The Titanic disaster will cost insurance companies of Hartford nearly \$1,000,000, according to statements by officials of the companies. The loss will fall chiefly, it is stated, on those companies which do an accident business, while the companies which only life policies will have small loss.

May Refuse Payment.

Berlin, May 22.—A proposal is now being discussed in circles in Germany interested in the reinsurance of the Titanic jointly to refuse payment on the ground that the White Star Line was responsible for the accident.

## SOME RUMORS ARE BURIED AT SEA

Services Over Remains of Titanic Victims Conducted on Mackay-Bennett.

Halifax, April 22.—Late reports received here indicate that before darkness fell to-night the cable steamer Mackay-Bennett had recovered the bodies of fifty-three victims of the Titanic disaster. A few more of these have been identified, but many not clear, but that some have not been made certain when the Mackay-Bennett sent a wireless message saying that those bodies not embalmed would be buried at sea to-night. The intention of the Mackay-Bennett was to bring back only such bodies as were identified or identifiable, while the others would be returned to the sea.

The Church of England, was taken along, and to-night will tell the duty of conducting the services for those who were again consigned to the sea.

Rush orders were received here today to prepare another steamer to go in search of the dead. The cable ship Minia was chartered, and local undertakers placed on call, or rather, while 100 tons of ice were stored away in the holds. A quantity of iron was placed on board to be used in burying the unidentified.

The Minia is under orders to meet the Mackay-Bennett. Mr. Hind will be transferred to the Minia, and the Mackay-Bennett will then proceed to port with the dead. The Minia sailed late to-night. She will establish wireless communication with the Mackay-Bennett at the first practicable moment, and will relay all important information to the shore.

TRIBUTES TO W. T. STEAD.

Christian Congress Devotes Session to Memorial Services.

New York, April 22.—The Christian Congress of the Methodist Episcopal Church Forward Movement devoted its sessions to-night to memorial services for William T. Stead, the English journalist who perished in the Titanic disaster. Mr. Stead was on his way to address the movement on the subject of "Universal Peace," and was on the program to speak to-night.

Addresses in praise of Mr. Stead's life and character were made by the Rev. W. A. Wood, Eddy, a missionary of India, and the Rev. Newell Dwight Hillis, of Brooklyn. Rev. O. C. Davis, president of the Christian Theological Seminary, offered tributes in praise.

The chief address at to-day's session was made by Warren H. Wilson, Ph. D., of "The Rural Church." Mr. Wilson told what the country church was doing, and recommended a study of farm industry in order to formulate a set of laws which shall make the American tenant at least as stable as the English tenant, and for the present conditions continue all rural institutions will be destroyed from the outside conditions under which the tenant lives.

He also urged the removal of financial co-operation among the farmers. "Without farmers are alike, and each man's hand is against his fellow," the speaker declared. "With co-operation both leadership and obedience and honor, and every need must be made possible in the country."

In a third recommendation the speaker advocated a "protestant syndicate" to take over the country, and to the country churches and transfer it to the country. This would prevent, he said, "the present scandal of over-churching in small places."

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